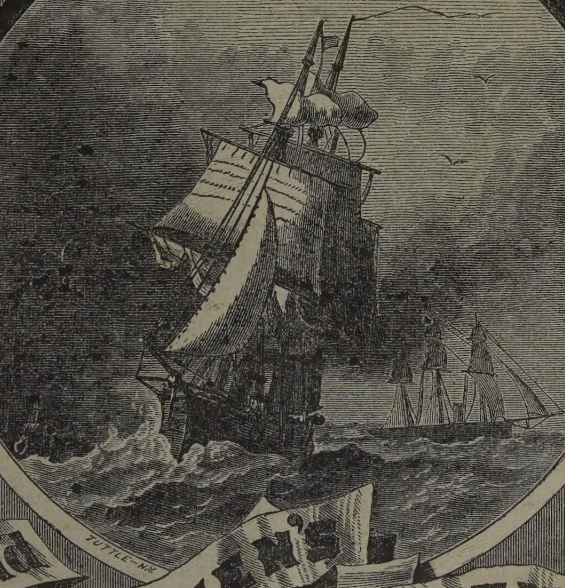


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Sailors' Magazine



and SEAMEN'S FRIEND

AMERICAN SEAMEN'S FRIEND SOCIETY.

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THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress, and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers ONE DOLLAR a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, upon an annual request for the same.

THE SEAMEN'S FRIEND

Is also issued as an eight page tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money but always in a REGISTERED letter. The registration fee has been reduced to *ten cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. All Postmasters are obliged to register letters whenever requested to do so.

SAILORS' THE MAGAZINE



AND
SEAMEN'S FRIEND

Vol. 52.

JUNE, 1880.

No. 6.

OUR FIFTY-SECOND ANNIVERSARY.

The Fifty-Second Anniversary of the Society was held, as announced, in the Broadway Tabernacle, New York, at 7-30 p. m., May 10th, RICHARD P. BUCK, Esq., President, in the chair, and a goodly number of the Board of Trustees, and of the clergy, on the platform. The audience was a good one in point of numbers, containing many stanch friends of the sailor's cause. Acceptable music was furnished by the choir of the Tabernacle, and by Mrs. CHRISTOPHER, the Tabernacle organist. The President, opening the exercises, said:—"My friends, in the goodness of God we are spared to another anniversary of the AMERICAN SEAMEN'S FRIEND SOCIETY. Its objects, you all know. It is hardly necessary for me to say a word in relation to that.

"I remember, seven or eight years ago we were very much interested in an address by Judge BENEDICT, and also in one by the pastor of this church, made upon the same evening, when the honored Judge said to us that "*the sailor is the ward of the Admiralty Court*," and Rev. Dr. TAYLOR added,—"*the ward of the church.*" Now, if the sailor be a ward, it pre-supposes a guardian. Who then are the sailor's guardians? It will not do for us to cast the matter off, and say that the nation is the guardian of the sailor, or that the law-makers are the guardians of the sailor, or that the church as a body is the guardian of the sailor. In this matter, individual responsibility comes down to you, and to me, and to every one of us, as members of the

church of Christ, to feel that we should have his interest at heart;—the interests of the sailor, who does so much for us; without whom we should be debarred many of the luxuries we enjoy, without whom our commerce could not be carried on across the seas.

“Now, although he has many faults, the sailor has also many virtues; and one great virtue is that when himself converted he carries the Gospel with him wherever he goes. It is for you and I then, to do whatever we can for the benefit of the men who “go down to the sea in ships.” We want to have men at the helm, and at the yard-arm, who are faithful, who are sober, who are ever steady at their post,—men into whose keeping we daily put our property and our lives.

“The work that our Society is doing, is a noble work—what gratifies me more than anything else in connection with it this year, is, that we have been able to renovate the SAILORS' HOME, making it almost new, so that now it accommodates about two hundred men, giving them, what the sailor needs when on shore, a comfortable room and bed, a savory cup of coffee, and a good beefsteak.” (Applause.)

The Rev. Dr. J. G. JOHNSON of Rutland, Vt., read a portion of the 25th chapter of St. Matthew's Gospel, and offered prayer,—after which an anthem was sung by the choir.

Rev. Dr. S. H. HALL, Corresponding Secretary of the Society, then read an abstract of the Annual Report, as follows:—

(ABSTRACT.)

It is a pleasure and a compensation to find in the review of another year of philanthropic and Christian work, manifold indications of the Divine approval.

Though it may not appear that all we ventured to hope for has been accomplished, yet since any gain whatever, like the privilege of serving Him at all, is the “gift of God,” we accept the success vouchsafed us with devout thankfulness, and this record of our gratitude, while we feel prompted thereby to new consecration, and the patient and joyful endurance of future toil.

When Dr. DAMON went out to the Sandwich Islands in 1842, under commission from this Society—taking the place made vacant by the death of chaplain DIELL—his chief object was to preach the Gospel to seamen on the track of the mighty commerce of the Pacific, between the Eastern and Western Continents. But as in the little Sabbath-School connected with his Honolulu Bethel four generations of native Kings have successively received their early religious training, it may be justly claimed for him, that he has also had somewhat and perhaps much to do in molding the now recognized Christian State.

And so it is everywhere abroad throughout the world. Work for seamen who go everywhere—sailing all oceans and touching all lands—distributes itself like the light. What is done for the humblest cabin-boy may reach the monarch on his throne, proving what is claimed for it, not only that the civilization which follows in the course of Christian missions is the legitimate product of the Gospel, but showing, also, that in Christianizing seamen every interest of both individuals and of nations, receives an ennobling and permanent advantage.

There is, too, a kinship, or rather perhaps a community of interest between all truly evangelical agencies, that also has a noticeable illustration in the experience of chaplain Damon. When he first went to Hawaii there were no organized missions on our Western coast. Subsequently, certain earnest men, moved to carry the Gospel to those who dwelt in the ranches and fastnesses of California, wanted Bibles and tracts to help in their work; and strange as it may seem, almost unnatural in the common order of things, the seamen's chaplaincy at Honolulu—hundreds of leagues still farther to the west—was appealed to as the then nearest place of supply.

Thus Christian work, in the several departments arranged for it, is ever hand in hand, and everywhere progressing. Each one, in doing along its own line, is likewise helping in another and in every other, all being members together of that same body, which, with one heart of love, has Christ for its living and glorious head.

MISSIONARY WORK.—Comparatively few changes have occurred during the past year in the working-force of the Society, either at home or abroad,—only such as have been called for in the effort to secure the largest possible results.

The CHAPLAINS, MISSIONARIES, BIBLE AND TRACT DISTRIBUTORS, COLPORTEURS, seafarers and others who have been aided (wholly or in part) from its Treasury, have wrought at St. John, N. B., and on the Labrador Coast;—in the Scandinavian countries;—at Hamburg in Germany;—at Antwerp in Belgium;—in France, at Havre and Marseilles;—at Genoa and Naples in Italy;—at Yokohama in Japan;—in the Sandwich Islands;—at South American ports;—and in the United States at Portland, Or., and on the waters of Puget Sound,—at San Francisco,—Galveston,—New Orleans,—Pensacola,—Savannah,—Charleston,—Wilmington, N. C.—Norfolk,—Portland, Me.—Chelsea,—Boston,—Rochester, Syracuse and Buffalo,—on the Erie canal and its connections,—and in the cities and vicinities of New York, Jersey City, and Brooklyn including the Navy Yard, where a most commendable work has been inaugurated for the benefit especially of persons in Government employ. The labors of these devoted men, to whom we can only refer at this time, have been blessed to the rescue, comfort and conversion of very many seamen. They have preached the Gospel in bethels and on ship-board, have visited sailors in the fore-castle, hospitals, and elsewhere, conversing with them, giving them the Scriptures, and in every possible way befriending them, with reference to their temporal and spiritual good.

Rev. S. SWENSON, who has faithfully served us at Christiania, in Norway, was, at the beginning of the year transferred to Gottenberg, and his place supplied by the appointment of HENRY HANS JOHNSON, well known to seamen visiting this port, from his long connection with the Bethel-Ship on the North River. Mr. Johnson is a Norwegian, an experienced worker, and is already successfully established in his new position.

For the last year the seamen's interest at Copenhagen has been singularly prospered. The industry and zeal of our missionary there, Rev. A. WOLLESON, so attracted the attention of the State Church authorities and resident Christians, that they have rallied to his help. An organization for the benefit of seamen has been effected, having the practical assistance of ministers and people, that will greatly relieve us and give increased efficiency to what was already one of our most successful missions.

Rev. Pastor PRIOR (a leading Lutheran minister in Copenhagen,) in a monthly paper, named *The Harbor*, (Harnen) says in language of acknowledgment and gratitude,—“As we go to work in the Seamen’s Mission, we receive it as a holy inheritance from fellow workers for God from far off lands (the AMERICAN SEAMEN’S FRIEND SOCIETY). Their work in our city has been a blessing to many seamen and to the whole church.”

At Antwerp, Dr. VERMILYE, to whom we are under great obligation, has succeeded, by his eminently wise administration, in adjusting the difficulties he encountered on arriving there. Upon retiring, as he has done, he leaves the field for his successor, Rev. CHARLES R. TREAT, for many years pastor in Greenwich, Ct., in a most promising way.

Without specifying them, it is only just to say that the applications that come to us to follow our commerce abroad, at its most important ports, with missionary influences, indicate what is the judgment of its observers in regard to the character of our work. We cannot answer to the calls that are made upon us in this matter. We pray for increased facilities that we may be everywhere increasingly useful to that class of our brethren whose welfare we are appointed to serve.

LIBRARY WORK.—The number of libraries sent out during the year ending April 1st, 1880, is EIGHT HUNDRED AND EIGHTY-SIX, (of which TWO HUNDRED AND NINETY-SEVEN were new, and FIVE HUNDRED AND EIGHTY-NINE refitted) on vessels carrying 12,171 men; making the total number of new libraries sent out since the work was inaugurated, (1858-9), twenty-two years ago, SIX THOUSAND SEVEN HUNDRED AND NINETY-NINE; containing by count 376,472 volumes, and accessible through frequent reshipments to 266,466 men. The libraries shipped in the U. S. Navy have reached the number of NINE HUNDRED AND THIRTEEN, and these have been accessible on different vessels, to 104,058 men.

But these statistics, collated though they are from carefully kept registers, very faintly exhibit the Society’s library work. The returns that come to us in letters, alike from Captains and from crews, sometimes accompanied by significant gifts of money, in acknowledgment of libraries furnished them, thanking individual donors, contributing Sabbath-schools and churches, and those who in this way have set up a memorial to some beloved or departed friend, telling of good accomplished on shipboard, and of changes wrought in character and life by this instrumentality, confirm the conviction long entertained that it is an INESTIMABLE benefit to seamen. It may be said in regard to it and as its highest honor, that thousands of souls have been hopefully converted thereby; a fact that encourages the continued and liberal prosecution of the work up to the very largest measure of our opportunity and means.

The libraries which we have been enabled to send to the Stations of the U. S. Life Saving Service by a special gift to that end, have been most gladly received. The men who heroically devote themselves to that self-sacrificing humanity are not only cheered and comforted by what in this way is generously done for them, but they regard the library as a medal of honor, and work in the sight of it with new daring and fortitude.

The seventh annual presentation of books to the graduating class at the Annapolis Naval Academy was made Sabbath, May 18th, 1879, in the beautiful chapel of the Institution, and was an occasion of unusual interest. It was accompanied by an admirable discourse to the young men from Rev. Dr. A. A. Willets of Philadelphia. The officers of the Institution were present, and everything was done

ly them in their power to give impressiveness to the service. In the evening a meeting was held on the practice-ship *Santee* under the auspices of the Young Men's Christian Association of the Academy, at which the visiting representatives of the Society were again listened to, on appropriate themes, with fixed attention.

SAILORS' HOME.—The chief event, and engrossing labor of the year, has been the re-construction and re-occupancy of the well-known SAILORS' HOME. At the fiftieth Anniversary of the Society, held in this place May 6th, 1878, "in recognition of the Divine goodness through all its history, and in practical commemoration of its SEMI-CENTENARY, the Trustees were instructed to arrange for the re-modeling and enlargement of their Sailors' Home," and soon after undertook the work. At our last Anniversary, that building, located at 190 Cherry Street, and originally erected in 1842, had passed into the hands of contractors, to be adapted to new circumstances, and the present exigencies of seamen entering the port of New York. This work was in hand until the 21st of January last, when the finished building was formally dedicated, with appropriate services, to its philanthropic and Christian uses, and under its acceptable Superintendent, was regularly opened for guests. It has been pronounced, by competent judges, as it now stands, re-modeled, enlarged and virtually re-built, complete in adaptation and appointments, and newly furnished throughout, at a total outlay of \$38,552.00,—one of the best Sailors' Homes in the world.

E. M. Archibald, Esq., H. B. M. Consul in this port, in the course of a brief address at the re-opening, said,—“In regard to this Institution itself, I am delighted to see how admirably the alterations have been carried out. I have visited many homes for seamen in other countries, but have never seen any one to equal in comfort and convenience, that in which we now are.” The friends and patrons of the Society are certainly to be congratulated on its success. We are grateful to a kind Providence whose hand has led us along, and would make record of that goodness which has crowned our endeavor with most gracious blessing!

During the interim of repairs, and while the Superintendent of the Home occupied temporary accommodations at 111 Monroe Street, 1,090 men were received as boarders; since that time, and for the remaining two months of the year to be reported, 376 have boarded there, making a total of 1,466, and of the \$8,000 temporarily deposited with the Superintendent by them, \$3,500 were sent to relatives and friends, \$500 placed in Savings Banks, and the balance returned to depositors.

The whole number of boarders since the HOME was established, in 1842, is 96,590.

Relief has frequently been furnished to shipwrecked and destitute seamen. Some discharged from the hospitals as incurable, and some permanently disabled from accident or other causes, have here been provided with transportation to their friends, or assisted in their applications for admittance to the Sailor's Snug Harbor. Many also have found at the HOME, not only physical comfort, but the forgiveness of sin, and spiritual life and peace.

Daily family worship, (with a Wednesday and Saturday evening prayer-meeting, and other occasional services,) has been resumed in the chapel of the institution, and the resident missionary has been permitted to report more or less religious interest at the Home, with frequent conversions, forty and more, since its re-opening.

PUBLICATIONS.—The Society has published during the past year, over 84,000 copies of the SAILORS' MAGAZINE, and for gratuitous distribution among seamen, in

all, 20,000 copies of the SEAMEN'S FRIEND, and over 144,000 copies of the LIFE BOAT for the use of Sabbath Schools throughout the land. These various monthly publications are evidently regarded as valuable and useful. The fourth, fifth and sixth editions, of a thousand copies each, of Mr. PIERSON'S admirable tractate entitled "SHIP'S LIBRARIES," with the fifth and sixth editions of a thousand copies each of the "DUTY OF THE CHURCH TO THE MEN OF THE SEA," by Rev. C. J. JONES, chaplain at the Sailor's Snug Harbor, have been widely distributed. The recent issue of a first edition of one thousand copies of "RELIGION OFF SOUNDINGS," prepared by Capt. ROBERT C. ADAMS, provides a treasury of suggestion by which religious worship at sea, may be inspired and facilitated. The SAILOR'S TEXT BOOK and the SEAMEN'S HYMNS have been freely supplied upon application.

SPECIAL GRANTS.—It has been a frequent privilege to relieve, through our visiting missionaries and otherwise, the painful destitution of many a shipwrecked and worn out sailor, and of many a sailor's family.

We have also responded to earnest applications for help from Auxiliary Societies and independent seamen's missions. Such kindness we have reason to believe will not be forgotten, but have its promised "recompense of reward."

ACKNOWLEDGMENTS.—Generous grants have been made us by the American Bible Tract, and other societies, and various publishing houses in this and other cities have furnished us suitable books for our libraries at reduced rates. The Trustees of the Lindley Murray Fund have shown us similar favor.

Prof. BULL, of the New York University, has for another year, made the astronomical calculations, which have added so much to the value of the MAGAZINE; and while we are under obligation to many others who have enriched by their pens the pages of our monthly, thanks are due to chaplain JONES for frequent contributions, and to Rev. Dr. ROCKWELL, for a series of articles of interest and value on "THE SEAPORTS OF THE BIBLE."

The leading private, as well as public hospitals of the city have received and gratuitously ministered to such sick seamen, as we have sent to them; and the Colored Home and Hospital in 65th Street has shown us like favors.

Several Railroad, Steamboat and Ocean Steamship Companies have also kindly responded when asked to assist in the transportation of disabled seamen to their homes, all which is most gratefully acknowledged.

FINANCES.—A statement of receipts and expenditures is made by the Treasurer at each monthly meeting of the Trustees, and upon approval is referred to an auditing Committee. These monthly statements for the year just closed, have been examined, compared with their vouchers, and pronounced correct.

In the year ending April 1st, 1880, the receipts of the Society into its Treasury from all sources (with a small previous balance, \$793.16, and including the avails of bonds sold toward rebuilding the Home) have been \$78,887.42: expenditures, (including the \$38,552 00 for re-constructing and re-furnishing the Home, previously mentioned) \$90,992 18. The local auxiliary Societies have reported of this, the sum of \$6,917 32.

Twenty-one persons during the past year have been constituted Life Members, and one by a donation of \$100 to that end, has been constituted a Life Director of the Society.

OBITUARY.—The Rev. HARMON LOOMIS, D. D., who began his service for seamen in connection with the AMERICAN SEAMEN'S FRIEND SOCIETY as their chaplain at

the port of New Orleans, La., in January, 1837, who was its Associate Corresponding Secretary from 1844-5 to 1870, and subsequently remained one of its Trustees, expired at his house in Brooklyn, N. Y., on Monday evening, January 19th, 1880, after a very brief attack of pneumonia, in the seventy-fourth year of his age. His funeral was attended by a large concourse of bereaved and sympathizing friends in the Lafayette Avenue Presbyterian Church, where touching addresses were made by Rev. Drs. CUYLER and SPAULDING. At the next meeting of the Board of Trustees, resolutions were adopted expressive of the high estimate in which he was held by those who had known him for years. It has been well said of him, "He was a sturdy Puritan Christian. He had a clear and distinct faith in every line of God's Word. His was a staunch allegiance to the doctrines and faith of the Fathers. He was never contaminated, never seduced by any vanity of this world, but all through the years, he steadily gave himself more and more to the service of Christ."

The President, in introducing Rev. ALEXANDER MCKENZIE, D. D., of Cambridge, Mass., said that we were indebted to many of the older towns of New England for the American sailor, and to none perhaps, are we more indebted, during the last century, for the enterprising men that have gone out, than to the town of New Bedford, Mass. He was happy, to-night, to say that we had with us the son of a sailor from that town, who was almost a sailor himself.

Dr. McKenzie said:—

Mr. President:—it seems to me that we are singularly unfortunate in having fallen upon this pleasant day to consider the claims of the SEAMEN'S FRIEND SOCIETY. We ought to have come in a driving north-east storm; we should have met the cutting wintry blast, and had the slippery stones beneath us, in order that we might appreciate in some measure the hardships of those men whose interests we have come here to consider. In this warm atmosphere there are few of us that would not be willing to change places with the members of the Landsmen's Friend Society who are enjoying the invigorating breezes of the Ocean or the Sound. Let us for a moment call upon the imagination, and think that these strange noises which fall upon our ears are the rolling of the breakers under our lee bow, and the roaring of the winds through our strained and broken sails, and we shall then, possibly, be in a better frame to enter into the spirit of the occasion.

I honor the Society that holds its Anniversary to-night; but well as it deserves its name, I think that those for whom I am here to speak deserve, far better, the title of the LANDSMEN'S FRIEND SOCIETY, when we consider the benefits they bring to every man's door. We have to thank them for the many luxuries that are spread upon our table day by day; for our rich garments and the costly objects that adorn our homes; for many of the books that we read; and even for some of the eloquent and earnest men who minister in this and other sanctuaries. Nay, looking farther, to this Landsmen's Friend Society do not this and other commercial cities owe their proud position, and our Republic its high place among the nations? But for it our churches themselves would be narrower, our work vastly contracted, our foreign

missions soon but a name. But for it of what avail would it be that the exclusive spirit which has so long shut in Japan and China has been broken through? Of what avail that the dark and mysterious plains and forests of Africa have been opened to the introduction of our commerce and of religion? Of what avail that the Islands of the Pacific are waiting to receive the glorious tidings of the Gospel? Let China maintain her wall of exclusiveness—it is just as well. Let Japan close every port against the dreaded foreigner—it is just as well. Let Africa remain undiscovered—it is just as well. Let the Islands of the Pacific be never heard from—it is just as well. It is the Landsmen's Friend Society that opens to us all these opportunities for good,—carrying us to these wide fields for commercial enterprise, and bringing these millions of people within the reach and influence of Christian civilization!

Let us remember, also, that this Landsmen's Friend Society, is not pursuing its work without cost. What has it cost anybody, here, to do what we have done? Have we parted with a single luxury to give libraries to the sailors? How different is it with the members of the Landsmen's Friend Society! Think of the dangers they encounter, the hardships they endure. That society does its work at an immense cost. It is hard work for every member of it. It is self-sacrificing work, which is more than you and I can say, brethren, in the Seamen's Friend Society. It is perilous work among perils upon the deep, perils of the rocks and reefs, perils of thick fog and the dangerous shore, perils of tempest and fire, and dire perils upon the land.

Then think of the deprivations it demands. What price would any of you take to be absent from your family, as my father was, in my boyhood, two and three years at a time, because he was an active member of the Landsmen's Friend Society? And this absence from family and friends is no small part of the cost. Then too, separation from the sanctuary, and too often from Sabbath privileges, and from almost everything good but God. How great are these privations! How great these hardships! How valuable are these privileges, which are so yielded up! The ancient city of Corinth—sitting between two seas—is represented, in art, by a woman sitting upon a rock, and on either hand another figure holding a rudder. That is Corinth; that is New York; that is Boston; that is the city among the hills! No better allegorical picture can represent this city than a proud woman between two rudders, and where the rudders go, there goes the cost. Still with us are fulfilled the words of the old oracle, that threatened so much and promised so much, when the Grecians were encouraged against the Persians with the mystic saying:—"The women of Colias shall roast their corn with oars."

My friends, I know not how to value services which are connected with so many risks. I am reminded of the anecdote of the old French General, the Duke of Dantzic, who, after many campaigns, retired upon a rich estate, and being visited by a comrade, was congratulated upon the magnificence of his surroundings. "Well my friend," said the old General, "you may have it all at a price, stand off twenty paces and let me fire at you one hundred times with a rifle, and you may have it all." The man objected to this risk. "Well," replied the

soldier, "to obtain this place and these grounds, I have faced a thousand rifles, at not more than ten paces." Ah! some sailor has suffered for what you and I have enjoyed to-day. Sailors are ever suffering, ever toiling, ever bearing and daring, that we may do our work, and that we may be blessed with the treasure and abundance of the seas.

Now we should pay this debt, every one of us. Truly has your President but just now said, "that it is not for the nation or for the church, but it is for us as individuals to do this work." There is no Society in the land that should lie closer to the heart of every minister and every Christian in our churches than the Landsmen's Friend Society, in view of what it does for us, in view of what it enables us to do for others. And *what* are we to do for it? Shall we found schools to educate the sailor? We are doing that. Shall we make their homes on board ship more comfortable, and their surroundings better? Much is being done in that direction. Government can do much by making charts of the sea and the river, by putting down each rock, and placing light-houses along every coast. It can do much by its Life Saving Service, that magnificent Christian enterprise. I have been looking over its Report, to-day, and find that the Government has 173 Life Saving Stations—stations established and manned expressly to save life and property in cases of shipwreck. And I find from the same report that these 173 Stations have been instrumental in saving 2,049 lives in a single year, and within the few years that this service has been in operation, more than 8,000 lives have been saved. The last year \$1,445,000 worth of property has been saved, against an equal amount lost, and in the few years since this service was opened, more than nine millions and a half of property has been saved by this means. That is something for the country to be proud of.

Then there comes again the distinctive work of the church,—the religious work. Let us remember who these men are,—men like ourselves,—not many, now, American born; they are largely from Northern Europe, brave men, stout-hearted men, intelligent men, men rendering a grand service, and men open to all religious influences. I think no ministers in the world are permitted to obtain more quick and striking results from their labors than those who minister to sailors. There are few clergymen in New England who can show more prompt and blessed results of Christian work than my friend, the Rev. Mr. HAYES, of Boston, whose church has just been closed, and where labor for sailors is thus interrupted. Sailors are readily influenced, and having once received the Gospel themselves, are ready to impart it to others.

We want a man to meet the sailor in every port, and to stand to him in much the same relation, spiritually, that the Government Consul does in his civil relations. The sailor needs somebody besides the Consul to minister to his spiritual wants. Then this *Christian* Consul, this Christian friend must be raised up and sustained, to meet the sailor in every port. This is but a small part of what we owe to these men, who are doing so much for us. We want men in these positions who understand the nature of the needs of the sailor. There are two agencies which have wrought mightily together for the good of men; for their instruction and advance. They are, *the Man and the Book*.

They have long been joined in God's work. The prophets appealed to the written law and testimony. When the Son of Man went up and down the Land, blessing the acres with his holy feet, *he went with the book*, working his miracles and teaching his divine truths, and holding up Moses and the prophets, the old Scriptures, saying to the people:—"You hear me; search the Book and see if these things be true." And when the Apostles went out, was it not quite the same? St. Paul preached, and the men of Berea searched the Book. In after-times when to that Book were added the life and teachings of the Lord, the Acts of his Apostles, and their letters to the churches, men went out,—the intelligent Christian workers of the world,—with *the Book*, and the Book with the men. We cannot always keep the two together in every place. Can we give a chaplain to every sailor? Are we able to furnish three million chaplains for three million sailors? Are we able to furnish a chaplain for each of the 65,000 vessels which sail on the deep sea? clearly not. We can place chaplains at the great seaports. It is the book which must go out in the ship. First of all, **THE BOOK**. Must we not believe that the divine author of the New Testament had seamen in his mind when He chose his Apostles, and when He commissioned them to write? How many of them He drew from the sea to make them fishers of men! He illustrated before them, and by them before the world, his power and mercy by stilling the wind, and calming the waves, and saving the sailors and their boats. Illustrations of divine will are drawn from the sea through all the Bible. The sailor is permitted to show that men of his class have been the teachers of the world and are to sit upon its thrones. It is worth noting that the greatest of the Apostles, once proved himself a good sailor. It seems to me that the sailor, whenever he reads the story of St. Paul's shipwreck must understand and treasure it as you and I never do. You know what a sailor said when he saw Bishop SELWYN bring his vessel into the harbor:—"It is enough to make a man a Christian to see the Bishop handle a vessel." I can well understand that. It is something to think that the man who has left the impress of his mind, more than any other, upon the ages,—who as a Christian minister is a model of all time, in the emergency of the storm proved himself a better sailor than men who had all their lives followed the sea! I am glad to think that such a man distinguished himself by handling a vessel, in a storm, and bringing every soul and every sailor safe to land. No wonder that the people of Melita showed him kindness. No wonder that the viper fell from his hand. It would kill a viper to taste the blood of such a man as that. I say that the words of this grand Apostle, whose voice never sounded farther or deeper than it does to-day, must come with special power to those men whose home is upon the deep and who are familiar with the mighty waves that often are ready to engulf their frail and helpless bark, when driven by Euroclydon.

But, besides **THE BOOK** we are able to give to the sailor, as we try for ourselves, books which shall instruct, and cheer, and bless him. We can send out three millions of books to three millions of men. There should be no difficulty in doing it. There is no hardship in it. Of course in some aspects the man is infinitely better than the book.

There is the magnetism of his presence, the touch of sympathy in his voice, and, if wise, he can meet the peculiar moods of him to whom he speaks. But there are also the blunders, the mis-judgments and the ignorance of human nature, which characterize many men; so that in some aspects the book has advantages peculiarly its own. We can select wise books; we can multiply them almost without cost. We have the advantage of the very best thoughts of men. What you or I say to-day upon the street may be ill-considered words, but when we sit down and write deliberately, we put our best thoughts on paper.

Again the book is always patient, always ready of access. The man may be mis-conceived or half-understood, and he cannot find you again, or if he finds you he is not willing to go over and over the same thing many times. But the book is always there. It awaits your leisure. If you are busy to-day, it makes no complaint. It waits quietly until the time when you can listen to it, listen to every word and thought of the man who wrote it. Then, too, the books issued by this SEAMEN'S FRIEND SOCIETY are picked works, not cheap and dry. I have examined some of these libraries, and they are just such books as I would like to have upon my own table,—well selected, the biographies and the writings of good thinkers and wise workers, of men who have seen much and share their knowledge.

Dr. McKenzie dwelt upon the importance of this branch of the Society's work,—the sending libraries with every vessel. It is a work born of a woman's faith and sight. It is a work in which every one can engage and which had been largely blessed. He spoke of what had been done by Miss WESTON, in England, in this direction, and of the interest with which her monthly letter was read by thousands of sailors. Also of her thoughtfulness in preparing for them a home on shore, where they were secure from the temptations of drink. "Just like a woman," said some, when they first heard of her plan, "to have a sailor's home without beer." Yes, just like a woman! So it was. It was just like a woman to try, and just like a woman to do it. And so attractive was this home made with its cosy "cabins," as they were called, that the men from the *Volage*, writing home, said:—"There are three hundred of us who want to sleep in one cabin." Yes, just like a woman,—no beer, but a great deal of love and many kind words.

It was another woman, the COUNTESS OF ABERDEEN, whose son was lost at sea, who gave the Landsmen's Friend Society one hundred libraries, through this SEAMEN'S FRIEND SOCIETY, every one of them marked in memory of her son. Just like a woman to do such a thing as that. It is said of THOMAS a'BECKET that his mother, on his birthday, laid him in one scale and then put goods enough in the other side to balance him, and those goods went out to the poor. I think she did more than that,—that a mother's love made the boy heavy as she placed her own faithful heart upon his.

And so, my friends, against the bread that the sailor brings us, let us give books. Against the articles of luxury and of art that he brings, let us give books. Against the fields of usefulness that he opens, let us give books. How many books? 6,799 libraries at sea! Why our debt would not be paid with 67,099 libraries. Where are the 61,000 libraries of arrearage? Are we cheating at the scales? Shall we not

pay back, at least in equal weight, the blessings which from off the sea come rolling into our marts, into our sanctuaries, into our homes?

There are three points to be noticed. *First*.—We give to the sailors Christian teaching, because they are men like other men. *Second*.—We give to them because they need. And that is sufficient. Every man who wants, has by virtue of that very want a claim upon every man who is in a position to supply his need. Then, *third*, these men come to us as creditors. We have consented to take the toil of their hands. We owe them a debt in return. I think we might well draw comparison between what the Church is doing, and what the Government is doing for the sailor. Take for illustration the matter of light-houses. The Government puts one wherever it is needed, and more than that, the Government puts a light-house wherever it may possibly be needed. There may be no necessity to-day, but sometime there may be, and the Government makes provision before the necessity for it arises. Now suppose we carry this principle out with the same painstaking generosity. I think the Government, with all its short-comings—this Government we like, and this Government that we love to abuse—puts the churches, and puts Christians to shame, to-day, for it does its work generously to save a corruptible crown, and we are doling out our pittances to save an incorruptible crown, the immortal spirit. I had occasion to read the rules of the British light-houses, and I cannot speak with too much praise of the care which they show for the lives of men. They require those whose duty it is, to keep the lights burning. While on duty they must be always on the alert. They are not allowed to lie down on a couch. There is more careful inquiry into their habits of life than you are apt to give to the teachers of your children. To prevent anxiety that might interfere with the performance of their duty, their lives are insured; and then comes this rule to every light-house keeper in the service of the British Government, the words of which I would have written upon your memory:—“*You are to light the lamps every evening at sun setting, and keep them constantly burning bright and clear, till sun rising.*” There may not be a single vessel, as much as a fishing boat, in sight; the sea may be studded with ships:—“*You are to light the lamps every evening.*” It may be that the moon is riding in all her splendor in the heavens, lighting the sea as if by day; it may be covered by a thick and murky fog: “*You are to light the lamps every evening.*” Every other light along the coast may be burning bright; every other light along the coast may be in darkness: “*You are to light the lamps every evening at sun setting, and keep them constantly burning bright and clear till sun rising.*”

“Steadfast, serene, immovable, the same
Year after year, through all the silent night,
Burns on for evidence that quenchless flame,
Shines on that inextinguishable light.”

So are we to let our light shine before men; before him that is near and him that is afar. It is to shine over the land and over the sea. Far as we can send the beams they are steadily to shine out, till over every ship the day shall dawn, in every sailor's heart the day-star shall arise.

At the conclusion of Dr. McKENZIE'S address, the choir sang the following hymn, written by Rev. Dr. EDWARD HOPPER, pastor of the Church of the Sea and Land, in New York City:—

“JESUS, SAVIOR, PILOT ME.”

Jesus, Savior, pilot me
Over life's tempestuous sea:
Unknown waves before me roll,
Hiding treacherous rock and shoal;
Chart and compass came from Thee,
Jesus, Savior, pilot me.

When beneath the tempest's frown,
Hopeless, I am sinking down,
And the night is wild and dark,
Thou who didst the foundering bark
Save, on stormy Galilee,
Jesus, Savior, pilot me.

As a mother stills her child
Thou canst hush the ocean wild;
Winds and waves obey Thy will
When Thou biddest them, “Be still!”
Mighty Sovereign of the sea,
Jesus, Savior, pilot me.

When at last I near the shore,
And the fearful breakers roar
Ere I reach the port of rest,—
Then, while clinging to Thy breast,
May I hear Thee say to me,
“Fear not, I will pilot thee!”

President BUCK then introduced to the audience, the Rev. ROLLIN A. SAWYER, D. D., lately of Irvington, N. Y., now of New Haven, Conn., who simply said, it being past the hour of 9 p. m.:—

I have been asking myself the question, as I have been listening to my eloquent brother who has spoken, why it was necessary to have two speakers on an anniversary occasion, and I suppose I shall have to make the same answer that was made by my little son, when asked why there are two wheels to a bicycle:—“It is that there might be something to steady the rider.” Well, it will never do to have the second wheel so large as to upset the rider, and I shall be very brief, lest, in case of an upset, the AMERICAN SEAMEN'S FRIEND SOCIETY should be landed in the lap of the Landsmen's Friend Society, utterly helpless.

What, then, is the conclusion of the whole matter? It should be three things, for us and for this Society.

In the first place, *the sailor wants the Savior*. He wants him, whether he expresses that want or not, for a companion in the hour of his loneliness, and he wants him as a comforter in the hour of his peril. That need not be enlarged upon: you understand me.

In the second place we have decided, all of us, that *the sailor waits for Jesus*. It is a peculiar truth that the sailor is ready for the Savior. He is ready for him on the ship, and he is ready for him on the shore. There is no better evangelical ground in all the wide earth than among the seamen. If it has taken fifty years to find this out, it is worth it all. Our ministers of the Gospel and every missionary of Christ is ready to acknowledge this, now.

These are two things.

Now the third is this, that *the sailor works for Jesus*.

Every sailor that is converted is a missionary to every port throughout the world. Every sailor converted by Jesus is a missionary of the everlasting Gospel to men of every nation. That is the best point of all. We have learned that within the last twenty-five years. It has dawned upon the consciousness of the church, that sailors are the best missionaries of the Gospel that we can have; that a converted seaman carries it everywhere. Wherever this potent book, of which we have heard such an eloquent description, goes, there goes the converted sailor, to speak where you and I cannot.

Now, put these three things together:—

That the sailor *needs the Savior*;

That the sailor *waits for the Savior*;

That the sailor *works for the Savior*;—

and you have the conclusion at which we have arrived in fifty years, and the great tripod upon which this Society is to stand. The argument is irrefragable. This Society works for the sailor; that is my premiss, and it works with a success which is simply unexampled. I affirm from my knowledge, that for the amount expended, there is no Society within the whole scope of our horizon that reaps such rich, immediate and great results in the work done for souls.

And, *second*, this Society waits for God to bless its work; and it waits for God, not in vain. "They shall not be ashamed that wait for Him," anywhere. But I have thought, sometimes, that He who slept on the pillow in the little vessel tossed on the waves of Genessaret, who pulled Peter out of the deep, and said, "Wherefore dost thou doubt!" that he waits specially for opportunities to give his hand to this Society, in its work for His friends, His comrades,—the seamen. It waits for God, and he sends his best blessings, as could be vouched for by these dear friends, the chaplains of this Society, whom I should have been pleased to make way for to-night, to give their testimony.

And this Society, last of all, wants you and me. And every consecrated man, woman, and child can do no higher service to God and to his fellow-men, than to enroll himself from this time forward as an active member of the SEAMEN'S FRIEND SOCIETY.

The congregation sang, led by the choir, the Doxology,—

"Praise God from whom all blessings flow,"

and was dismissed with the benediction.

For the Sailors' Magazine.

THE SEAPORTS OF THE BIBLE.

BY REV. J. E. ROCKWELL, D. D.

XVI.—MELITA, SYRACUSE AND PUTEOLI.

The names of these places will be recognized as entering into the narrative of the voyage of St. Paul from Caesarea to Rome, and as specially connected with his shipwreck and the events which followed it. After the appeal of Paul to Cæsar he was put in charge of a Roman Centurion, who, with other prisoners in his care, took passage in a vessel which was bound on a coasting voyage to Myra. Here they were transferred to a large Alexandrian corn ship bound for Italy and which reached the Island of Crete where it was proposed to winter. In consequence of the inconvenience of the harbor of Fair Haven they took advantage of a pleasant day to attempt to reach the harbor of Phenice, some thirty or forty miles westward, but were soon caught by a tempest under whose power they drifted for fourteen days, until they were wrecked upon the island of *Melita*, now known as *Malta*, and about 480 miles distant from Crete. The spot where the disaster doubtless occurred and now known as St. Paul's Bay, is upon the northern side of the island and has been fully described in the work of Mr. JAMES SMITH on the voyage and shipwreck of St. Paul.

Melita is an irregular oval shaped island, sixty miles in circumference, lying south of Sicily of which it was then a dependency as a Roman province. Its early settlers were Phœnicians who had recognized in it an important point as a naval depot, and whose ships found a safe anchorage in its harbors.

As the island became more and more valuable to commerce, its scanty soil and its rocky surface was improved by the bringing to it earth from Sicily, and so gradually its barren aspect was changed to one which indicated fertility and cultivation. In the growing power of Carthage as a great commercial city the island fell into its hands, and then at the close of the Second Punic war became a Roman possession, and was thus subject to the authority of Rome at the time when Paul was cast upon its shores. It was midnight of the fourteenth day that the sound of the breakers gave fearful indication to the seamen that they were near to land, and the rapid shoaling of the water as shown by the casting of the lead, induced them to come to anchor.

Here they were held till morning, and then after lightening the ship they were soon driven ashore and two hundred and seventy-six persons were thrown upon the rocky and storm beaten island. They were most hospitably entertained by the people who, though unfamiliar with the Greek language, and hence called barbarous, showed to them a kindness and courtesy which was truly welcome to the hapless voyagers across those wintry seas. The historian of the Apostolic Acts has given in very graphic words the account of the shipwreck and its subsequent events, the gathering of pieces of wood for a fire, the fastening of the viper upon Paul's hand, the varying emotions of the spectators, the sick-

ness of the aged father of Publius and his cure, and the three months residence upon the island. We can be in no doubt that the Apostle improved this time in making known to that people the good news of salvation through Jesus Christ. The preacher to the sailors upon the Alexandrian corn ship was now the earnest missionary to the community among which he had thus been providentially introduced. Tradition says that Publius himself was converted to Christianity and became the first pastor of the church formed there by the Apostle and his brethren.

On the fall of the Roman Empire the island came into the possession of the Vandals, who held it until the time of Belisarius, A. D. 533, when it came under the rule of the Byzantine Emperors. Near the end of the ninth century it was conquered by the Arabs, who were in their turn expelled by Count Roger, the Norman conqueror of Sicily, who annexed it to his possessions. In the year 1530 Charles V. of Germany and Spain having obtained the island as the heir of Arragon, gave it to the Knights of St. John, whose order had been long famed for their military valor during the times of the Crusades, and who had a few years before been driven out by the Turks from Rhodes which they had held as a military fortress for more than two centuries. Under their rule Malta became a strong fortress from which they carried on a long and successful contest with the Turks, then the dread of the christian world. Here they remained in possession, against repeated attacks from their enemies, for more than 250 years.

In the year 1758 Bonaparte while on his way to Egypt seized

the island, and in 1800 it came under the rule of England, by whom it is still held. Although its surface is naturally rocky and its verdure scanty, it has been made by cultivation greatly fertile in crops of cotton and grain, and the island is famed for its manufactures of cotton goods, cabinet work and elegant jewelry. Its inhabitants are chiefly Catholic, but there are also Protestant churches and schools which are sustained under the present government. The scene of St. Paul's shipwreck is still an object of interest to tourists, and may be visited in a few hours from Valleta whose harbor must have been familiar to the Greek sailors of the times of the Apostle. The accurate survey, of which an account is given in Smith's voyage, and the record of St. Paul have so identified the spot as to leave no doubt that here was the scene of the Apostle's shipwreck, and enable the tourist to recognize the creek with a sandy shore and the place between two seas where the ship was finally stranded and broken up.

After a three months residence upon the island another ship was found in which Paul and his companions set sail for Italy. This was the *Castor and Pollux*, named after the patron saints of the sailors of those days. After a sail of 100 miles northward they entered the magnificent harbor of *Syracuse* lying upon the eastern coast of Sicily, where they remained three days. The city upon which the Apostle now looked had been founded nearly eight hundred years before he saw it by a Corinthian colony and had risen into great wealth and power under the influence of commerce, of which it had become an important center as lying between Africa and Italy. As

The Alexandrian ship entered the harbor through the narrows lying between Ostygia and Plemmyrium, came to anchor in a spacious and land-locked sheet of water nearly three miles in circuit. Here the Apostle saw a city now sadly decayed though having some importance as a seat of commerce, but whose history, with which he must have been familiar, was one of great interest. Once it had been regarded as the peer even of Athens, both for the splendor of its public buildings and the number of its inhabitants, and the wealth and intelligence of its people. Here Hiero and Dionysius had reigned, and Archimedes had studied, and such poets and dramatists as Æschylus and Theocritus, Sophron and Epichormos had lived and published their works. Here the Athenians had come with their armies and navies and met with overwhelming defeat.

Against this city Carthage had made repeated assaults, only to prove how impregnable were its walls. Her first attempt upon Sicily, made at the suggestion of Xerxes, was met by Gelon, who went out to the succor of the brave defenders of Hymera with 50,000 infantry and 8,000 cavalry, and who, though attacking a force four times his superior, killed 150,000 men, took 60,000 prisoners, and destroyed a fleet of 1,400 ships. This great victory decided the question whether the civilization of Europe should assume the Phœnician and African form, or that of Greece and Rome. After an interval of peace and growing prosperity war was again declared by the Carthagenians who longed for this splendid prize as a means of adding to their own greatness and power. Again and again their fleets visited Sicily and their arm-

ies swept over its plains and desolated its cities. But Syracuse stood as a bulwark that hurled back its forces and resisted successfully its ambitious designs. On the conclusion of peace with Carthage, under Hiero, the city was eminently prosperous. Commerce flourished, wealth returned, emigration was encouraged, and Syracuse was adorned with temples, palaces and monuments. And its harbor was filled with the ships of every maritime power. Then came the long conflict between Rome and Carthage in which neutrality was impossible. Sicily became the battle ground of the two great powers, and Hiero made a treaty with Rome which was afterwards broken by his successors who entered into a treaty with Carthage. Then its fate was sealed. Under Marcellus, who came to the siege with 360 vessels and 120,000 soldiers, the city which for awhile, under the direction of Archimedes, successfully resisted the assaulting force, at length fell before the resistless power of Rome, and sunk rapidly into an ordinary provincial town, with its ships scattered, its commerce gone, its wealth plundered, and its glory departed. Under the fostering care of its new masters, it, however, rose again from its decline, having been strengthened by a Roman colony which had been sent thither by Augustus Cæsar. When Paul came thither he saw, therefore, a city which though largely shorn of its ancient power and glory was still an important and beautiful town with temples, theaters, and other public buildings of great beauty. Here he remained three days, and tradition says he went ashore and meeting many Jews made known to them and to others the Gospel of Christ for which he

was then a prisoner in bonds, and so laid the foundation of the Sicilian Church.

After the age of Paul the city passed through a series of misfortunes which left it only the sad wreck of its ancient glory. At the fall of the Western Empire it fell into the hands of the Goths, and then became a fief of the Emperors of the East. Afterwards it was taken, plundered and burnt by the Saracens. Charles V. partially rebuilt and fortified it, but it has never recovered its former importance. It stands amid its ruins a mocking emblem of the mutability of all things earthly, and the nothingness of all human greatness and glory. The traveler who pauses here on his way, may, with a guide, find all that is worth looking at in a few hours. He will see the ruins of the amphitheater of the Romans, the theater of the Greeks, the famous cavern called the Ear of Dionysius, the cathedral built upon the foundations of the temple of Minerva, and the fountain of the nymph Arethusa, while the splendid harbor in which once rode the ships of all nations is seldom visited, except by a few steamers and vessels that carry on a trade in wine, oil and fruits. The city that was once the rival in wealth and population of the great centers of civilization and power, now contains but 16,000 inhabitants, and its ancient magnificence can be judged of only by the sad ruins that still survive the ravages of time and of war.

The Alexandrian corn ship that sailed out of this harbor with Paul and his fellow-passengers, passing northward through the Straits of Messina and pausing for a fair wind at Phegium, the southernmost port of Italy, after a voyage of two days sighted the island of Capri and

entered the magnificent Bay of Puteolanus, now called the Bay of Naples. Looking eastward the Apostle saw the grassy slopes of Vesuvius, with the cities of Pompeii and Herculaneum peacefully resting at its feet, without a thought of their coming overthrow. Nearer to him Neapolis rose in peerless beauty, looking forth as a queen upon her glorious amphitheater of hills and washed by the waters over which the fabled Venus was said to preside. The scenes which were now opening to the Apostle were full of classic and historic interest.

Over these same waters Virgil had conducted his hero Æneas from Carthage to the very port for which the Apostle was now bound, and his wonderful poem if not familiar to him in his early classic studies must have been made so now by frequent allusions thereto from the cultured and well-educated Romans with whom he had been in constant contact. As the ship neared the harbor of Puteoli new scenes of beauty and interest opened themselves up to the eyes of the Apostle. Unlike ordinary vessels which were obliged to furl their top-sails (*suppara*) on entering port, the *Castor and Pollux*, being an Alexandrian corn ship, came up under full sail, and rapidly approached the vast pier where throngs of merchants, sailors and idlers were awaiting its arrival. On the western shore was the famous and popular Roman watering place of Baiæ where the wealthy and renowned citizens of Italy spent their leisure months, and which was filled with beautiful and costly villas whose grounds stretched along the pebbly beach, or crowned the hills beyond. Here Cæsar and Cicero, Pompey and Marius, Virgil, Mæcenas and Hor-

ce had lived, and vast fortunes had been spent by the nobles of Rome in luxurious ease, or in works of art and taste.

The Roman Navy had its great depot in these waters, and the Apostle must have seen many of its ships lying at anchor or entering and leaving port, while hundreds of yachts and pleasure boats, filled with gay and happy youth, were dancing over the bright waters of the bay. At length the ship reaches the great seaport of Rome, and the Apostle stands amid the busy scenes of this gateway of the Empire. Around him was a city filled with temples, theaters, and magnificent public and private edifices. Symbols of Roman power and authority met him on every hand. The broad and well paved road which led northward to Rome was filled with trains of wagons loaded with corn from Egypt or the products of art and manufacture which other nations were pouring in as their tribute to the great capitol of the world. People of all countries jostled against each other in the public thoroughfares, and ships of all nations were discharging their freights upon the piers. The city had been built by the Greeks when they held possession of this region, and had been growing in importance as a Roman port ever since the Second Punic war. Here the ambassadors from Carthage had landed when on their way to Rome to settle conditions of peace. Here Scipio had come when on his way to Spain. Here Caligula, in his insane folly, had built a bridge of ships, which he had wantonly seized, that he might pass over to Misenum and display his power as the monarch of the Roman Empire. Here commerce had attracted merchants of all nations whose

wealth covered the coast with a splendid city and adorned it with many a noble work of art. Here many Jews had come for purposes of trade, and here, too, Paul found Christian friends who gave him a cordial welcome, and who comforted him with their loving and grateful sympathy.

With the decline of the Empire, Puteoli also began to wane. Alaric, the Goth, when he had taken Rome, led his fierce hosts southward and permitted them to load themselves with the spoils of the cities which they sacked and plundered, and so this gateway of Rome to the sea fell before him. Then came Genseric, the Vandal, and struck a final blow at the prosperity of Puteoli, and afterwards eruptions of the Solfaterra, and of Monte Nuovo completed the work of ruin.

The traveler who visits Naples can hardly have a more enjoyable day than that which is devoted to Pozzuoli and which is reached by a ride of 8 or 10 miles. Especially to him who is familiar with the classics is this visit one of exceeding interest. Every field and hill and fountain has a voice and a story. The tomb of Virgil is passed on the way thither, reminding one of the modest inscription which he wrote for it just before his death:—

"Mantua me genuit; Calabri rapuere, tenet
(nunc)
Parthenope; cecini pascua, rura, duces,"

"I sang of flocks, tillage, heroes; Mantua gave
Me life, Brundisium death, Naples a grave."

As we hasten onwards from this point there is hardly a spot which has not been made familiar by some historic or classic allusion. From this scenery the poet drew his pictures of the Elysian fields and the gloomy Lake Avernus, and the home of the Cumæan Sybil. Here are laid the scenes in

the stories of Æneas and Ulysses, and Milton is said to have drawn some of his most splendid imagery from "the burning marl" and "liquid fire" of Solfaterra.

The ruins of the temple of Jupiter Serapis, which were disinterred more than a century ago, are of uncommon interest. Three of the columns of red Egyptian marble are still standing, and the Mosaic pavement may be seen just below the surface of the water. On the hill, in the rear of the city, stood an amphitheater older than the Coliseum and nearly as large, and many of its arches are still perfect. Near by was the villa of Cicero, while on every hand are the decaying monuments of wealth and luxury and splendor which have forever passed away. And in what wondrous contrast do they appear to the success of that Kingdom which Paul sought to extend when

he went forth to preach to the nations the everlasting Gospel, and for which he once passed through these scenes a prisoner in bonds. The names of the great and mighty men who then swayed the destinies of the world have passed away to be forgotten. The monuments they erected and the works which they planned, and built, have sunk before the devastating power of time and war, the idols whom they worshipped have been given to the moles and the bats. Around the ruins of their luxurious abodes the serpent creeps, and the satyr dances, and over their noblest walls the ivy hangs its fantastic wreaths. But the Gospel which Paul preached is still living and potent as then, and the church for which he labored has grown from its small beginning to be a power that fills the earth, and a kingdom that shall never be destroyed.

THE FORTUNA'S LAST FREIGHT.

BY HELEN C. BARNARD.

Three schooners were anchored in a New England seaport one Sabbath morning. They were laden for Boston, but had been detained by foul weather.

"If it clears a bit, I'll be out o' this!" said Job Kittery, captain of the *Fortuna*.

Luke, his deformed son, whose isolated and painful life had brought him very near to the Savior, seemed greatly disturbed at his father's words.

"I hoped you wouldn't start to-day," he said in a rich, pathetic voice. I have been listening to the church bells and wishing we could go."

"A man can't wait for the Sabbath when he has bread to earn," replied Job, testily. "You and

your mother wouldn't get no clothes to wear to meetin', or meat to give ye strength to get there, if 'twa'n't for your wicked old father!" adding, "I don't see no harm in startin' to-day."

"No good ever comes o' disobeying God," said the boy earnestly. "Whenever you've ventured out on the Sabbath, mother and I have prayed that you might be kept from harm. I know God heard us, for you came back safe. But something will happen if you keep on breakin' the Lord's day."

Job sneered, but his hand shook as he lit his pipe. Luke's upright life and fearless utterances often woke the old man's sleeping conscience.

"Sailors obey only wind and

side," he said gruffly. "I never bothered about Sunday, and look at my success! I own the fastest sailing craft on the coast, a cottage on shore, and buy ye piles o' books. Now what's aboard that head o' yourn?" more kindly, as the boy's lips trembled.

"I was wishing I could take my turn at the ropes; it nearly breaks my heart to think I'll never do a man's work"—his magnetic voice so pressed with tears that the impulsive old man was forced to wipe his own eyes. "But He who created me knew best. When my days are finished here, if I love Him He'll give me a home where I shall never be lame and never be sick. Oh, I shall be so happy, for my back'll be stright there, I know, and I shall see the King in His beauty."

"Don't!" murmured Job with upheaving chest, "we want ye here, your mother and I."

It was not often the rough man was thus softened. Luke was emboldened to say, "Dear father, I'll want you there too. If you were only a Christian, how happy mother and I would be."

Job mastered some strong inner feeling before he could say, "I'm willin' you should take comfort, lad; but I'd lose many a trip if I was pious. I can't afford to stay in port when Sunday brings a fair wind; some other fellow'd get the start o' me. I'd been before the mast now, 'stead o' bein' cap'n my own ship if I'd been squeamish 'bout Sunday. Now, I start Sunday or not Sunday, get my freight unloaded and am off with another cargo before other chaps are awake. That's the way to make this ere coastin' pay!" Job chuckled, and started up to look for signs of fair weather. Luke's appeal forgotten in his eagerness to be on the way

again. The boy's only hope now was that the weather would detain them. But towards noon the fog lifted somewhat.

"The wind's shifted a leetle," said Job. "I guess I'll venture."

"Don't start to-day, father," interposed Luke. Job muttered angrily, but the lad still entreated; "I believe evil will come of it if you do."

"It's time you were cured of such notions," said Job, more incensed because the men heard this. "I'll risk Sunday work. So cast off, my boys?"

It seemed to Luke that he could not have it so; he touched his father's arm, but was shaken off and told to be silent.

"Gettin' under way, cap'n?" asked one from the next schooner.

"Wal, yes," returned Job. "At any rate, I'll drop down the harbor and see if its clear 'outside.'"

"Looks thick outside to me," and the other shook his head. "I think it's comin' on to blow. There hain't a schooner'll venture out to-day!"

"So I think, sir," said the *Fortuna's* mate, in an undertone.

"Haul up the anchor, boys!" cried Job. "The *Fortuna*'ll be in Boston to-morrow morning." His heart was bound up in this swift-winged craft. As she glided down the harbor, obeying every turn of the wheel, he told again of the races she had won, the gales she had weathered, the burdens she had carried. He said nothing about turning back when they found it "rough" outside. The mate, who had sailed over many waters, thought it unwise to go on, and the men grumbled sorely.

"We sha'n't make much head-way with this wind, sir," again murmured the mate. "We shall have to tack constantly; the men'll

be used up before morning, if we try to run for Boston."

But the captain was deaf to all remonstrances. The *Fortuna* kept on into the gathering darkness; the wind howled, the waves ran mountains high, the spray dashed over her decks and upon the deformed boy who clung with both hands to his seat, as the ship rose and fell. For awhile Job seemed in good spirits, boasting that he "had carried her through worse seas." Perhaps he thought he could now, but the Lord of the Sabbath was against him, and he was to find himself powerless. At last a gloom fell upon his spirits, also. He ordered Luke below, where the boy crept into his berth, and lay with clasped hands and softly moving lips. In the fearful odds against them he trusted in God alone.

At eight o'clock the storm came in wind and sleet. Job often had to leave the wheel now to help the tired men execute his rapid orders. Luke ventured to peep out.

"Stay below, lad!" Job shouted, his face set and fierce as if in mortal combat. "You couldn't live in this!"

Job tried to "make for Cape Ann," but the gale drove them out to sea, choked the pumps, and tore away rudder and mainmast. Just as that faithful Sabbath waned, the captain abandoned the *Fortuna* to her fate, and tottered to the cabin, exhausted and half-crazed, followed by the mate and sailors.

"She's carried her last freight, my boy," said Job, piteously. "We threw it overboard long ago. I can't do anything to save her, or us, from going to the bottom."

"God took your weapons, father," said Luke, solemnly. "Didn't you hear His voice in the storm?"

"Don't!" cried Job hoarsely.

"I knew it was wrong to start as I did; but I dared your God, Luke. He's dealin' with me now; and you must suffer for my sin," gathering the lad in his brawny arms and weeping over him. "Boys," said he brokenly, "my folly has brought you here. I can't hope for forgiveness from God, or you. If I'd hearkened to my poor lad here, we'd been safe in port now. If so be that you can square your last account with God Almighty, do it quickly, for only a miracle can save us now."

Despair was on every face before him; evil faces they were, too, for Job Kittery hired his men from wharves without any questions.

"I've done nothing but swear against the Almighty," said one, breaking the awful silence; "my account can't be squared, nohow."

"P'raps the cap'n's got something to make a body forget trouble," said the other recklessly. "I never got ready for this. If I'm to go to the bottom to-night, I'd rather go without knowing it."

Before Job could speak, Luke cried, "Don't talk of drink now! Perhaps God will save us yet. I know mother's on her knees in the cottage praying for us. God always heard her," added the child, his face shining in the gloom. "And she'd read what the Bible says about those 'that go down to the sea in ships'—we always do stormy Sabbaths." Job groaned. "I can say it by heart," and he repeated a portion of the 107th Psalm.

"Curus that ere should read so," said the mate, breathlessly.

"They cried unto the Lord, and He brought them out of all their distresses," said Luke. "Let us pray!"

The boy's lips were used to pray-

er. When his wondrous petition had ended, the men were on their knees, too. Even Job Kittery cried to God for mercy. Surely the young Christian and the repentant men in that storm-tossed barque made the "two or three" who have the Master's promise to be in "the midst," for the tempest was calmed, and at daylight the sinking *Fortuna* was seen by a steamship, and all on board were saved. They left the schooner to her fate. Job Kittery's pride had stretched her swift wings on the waters for

the last time; she had indeed "carried her last freight," and despite his successful ventures on the Lord's day, her captain had the prospect of spending his old age "before the mast."

But Job's bitter lesson was blessed to his conversion; he became a happy Christian. Often to eager listeners the old sailor tells the story of the Cross, and how he found peace in believing by means of God's frown on the *Fortuna's* "last freight."—*Zion's Herald*.

WORK AMONG SEAMEN.

CORRESPONDENCE, REPORTS, &c.

Germany.

HAMBURG.

The new Sailors' Institute is to be formally inaugurated on the 21st June. Representatives from both the British and Foreign Sailors' Society and the AMERICAN SEAMEN'S FRIEND SOCIETY are invited to be present, and it is hoped that Rev. Dr. DAMON, now in Europe, will be able to act as our delegate on this interesting and important occasion.

Belgium.

ANTWERP.

Our new chaplain, the Rev. C. R. TREAT, is now settled at No. 19 Rue de Leys, and in a communication dated April 15th, gives us some of his "first impressions."

On the evening of April 9th, at the Bethel, at a meeting of the Antwerp Seamen's Friend Society, "good-bye" services were held in connection with the departure of the Rev. Dr. VERMILYE, and at the same meeting the new chaplain was welcomed to his work. The Secretary's Report made a most gratify-

ing exhibit as to the results of the past year's labor. Eleven hundred francs had been contributed in the Sunday School collections alone. The utmost gratitude was expressed to the AMERICAN SEAMEN'S FRIEND SOCIETY, and to the retiring chaplain, for their agency in what had been accomplished, and a beautiful album with photographs of his fellow workers, and of many buildings in Antwerp, was presented to the latter. On Sunday the 11th, Rev. Mr. Treat took full charge of the services at the Bethel, preaching in the a. m. from John xv. 5, and in the evening from Esther iv. 14. At the close of the evening service, Rev. Dr. Vermilve administered the Holy Communion. The attendance at both these services was good, and an excellent spirit seemed to animate all who were present.

Italy.

NAPLES.

"It was made evident," says the Rev. JAMES GORDON GRAY, "at our late annual meeting, that the Lord is blessing His work, and giving from time to time

the seal of His approval upon it." The Mission has recently added a colporteur to its staff. Mr. BURROWES, the Harbor Missionary, reports as follows for January and February:—

Fewer sailing vessels visited our port this winter than heretofore, and consequently the number of meetings and the attendance were somewhat diminished. Among the crews of the sailing vessels were several wild characters who helped to demoralize the men in the neighboring vessels, but after a few weeks, by constant visitation, things looked brighter. Kind personal dealing with the ringleaders changed the aspect of affairs: some of them became penitent and took the temperance pledge. Two young apprentices in a steamer were found drunk on a Sabbath evening, the mate, a godly man, got a bottle with strong drink in their cabin, and some unclean photos. These lads were visited next day and after a solemn exhortation and prayer they seemed sorry for their conduct, and especially one resolved to become an abstainer, and to lead a different life in future. We were cheered by the return of several captains and sailors, on sailing vessels, who had been in Naples the previous winter. Their behavior and attendance at the means of grace showed that the work of last season, through God's blessing, was made beneficial to them. This realization of God's promise "Cast your bread upon the waters and you shall find it after many days," cheered us in our anxiety to see present fruit.

The American barks *Alaska* and *Regina Polk* and others were visited frequently, and meetings were held on board. The crew of the *R. P.* were thankful and expressed their appreciation by subscribing 30 francs towards the mission funds. The U. S. men-of-war *Enterprise* and *Wyoming* were visited often, and divine service was conducted on Sunday morning in the *W.* Captain WATSON was very kind, and by his discipline, based on Christian principles, opened the way to get larger audiences than usual. We wish God-speed to this Christian commander, and hope that God may raise up many more of like spirit. Then, soon, will the abundance of the sea be given to Christ. On the 12th March the Norwegian bark *Themis* of Grimstad was visited and a delightful meeting held on board. The mate read and prayed in the Norse language, and all sang several hymns in the same tongue.

They listened with earnest reverence to the address in English. The captain and crew were Christians and religious exercises are conducted daily on board. It is not often this spectacle is seen, of a converted crew where peace, harmony, and contentment reign. Four services were held in H. B. M. S. *Thunderer*. The Sunday evening service was very impressive. During the address all hands were piped on deck to get boats hoisted, but they returned to the place of meeting with increased numbers. On the 28th March I held service in the morning on board of the steamship *Buen Cross*, the captain being a warm hearted Christian. He keeps a steady discipline in his ship, and most of the crew will always attend a religious service. At this meeting God's presence was felt. In the evening we noticed the same faces in the Bethel meeting.

During this month two sailors in the International Hospital seemed to be benefited by the little meetings held in their room. A lady of Naples who helps efficiently by making scrap books for the ships, started a flower mission for the sailors in the Hospital. Every Tuesday we are happy to be the medium in conveying a pretty bouquet of flowers, and a number of beautifully executed cards with a text of Scripture done by the hand. These gifts are gratefully received.

During the three months 50 services were held, 432 visits to ships made, and 2,260 tracts and papers given away.

New York City.

God continues His work of divine grace at the SAILORS' HOME, 190 Cherry Street, several seamen having become Christians, there, since the issue of our last MAGAZINE.

BROOKLYN, (N. Y.) NAVY YARD.

Three sailors from the Yard united with the Lafayette Avenue Presbyterian church in Brooklyn, (Rev. Dr. CUYLER'S) in March, and another, Mr. J. L. DE MOTT, converted to Christ, some time ago, at the Yard, has just become a preacher in the M. E. church, in Massachusetts.

Portland, Oregon.

"Our work presses more and more," says chaplain STUBBS, "and God's blessings are graciously vouchsafed upon our poor services. We have been permitted, of late, to send forth a Banner Temperance Ship, from the port." Mr. McNEILL, the chaplain's helper, went down to Astoria, in April, to fish for souls, among the fishers for salmon. The chaplain, whose work has been singularly blest of God, has procured subscriptions amounting to \$6,000 for land and for a Bethel Building. \$2,000 more are needed.

March 28th, the second Bethel anniversary of the Portland Seamen's Friend Society was held at the Congregational Church in Portland. The following officers were re-elected for the ensuing year:—Hon. H. W. Corbett, *President*; Dr. G. H. Chance, *Vice-President*; E. Quackenbush, Esq., *Secretary and Treasurer*; Rev. R. S. Stubbs, *Chaplain and Superintendent*.

Resolutions of thanks were unanimously passed at this meeting, as below:

Whereas, The work of the Portland Bethel has been generously fostered by the parent society of New York, and its efficiency as an auxiliary of the AMERICAN SEAMEN'S FRIEND SOCIETY, has been assured by the monthly remittance, forwarded to us by the parent society; and

Whereas, In our struggles to build a sailors' home in this city, the parent society has given intimations that it will probably assist to the extent of paying the last \$1,000 necessary to complete the Home, on the simple condition that the patronizing churches shall take up an annual collection for the work of the AMERICAN SEAMEN'S FRIEND SOCIETY, therefore

Resolved, That we unanimously pass a vote of thanks to the AMERICAN SEAMEN'S FRIEND SOCIETY, and renew our original pledge to take up an annual collection in our churches for the prosecution of the work of this society on this coast.

Resolved, That we solicit a continuance of the help at present afforded us by the parent society.

Resolved, That the services of chaplain Stubbs and his efficient wife, Mrs. M. E. Stubbs, have commanded universal approbation in this city. We thank the parent society for its aid, whereby they will be continued to labor among us as their appointees, jointly, of these two societies.

Resolved, That a copy of these resolutions be forwarded by our Secretary to Rev. Dr. S. H. HALL, Secretary of the parent society, New York, to be inserted in the SAILORS' MAGAZINE.

The latest advices from chaplain Stubbs state that Mr. McNeill, whose meetings for seamen at the Y. M. C. A. Hall in Astoria had been greatly blessed, while helping the fishers on the Columbia River, was mercifully delivered from death in a storm on the 3d and 4th May, in which twenty five of the fishermen lost their lives.

London, England.

We have full letters from Rev. Dr. DAMON to 7th May. He had been most cordially welcomed at Liverpool, and elsewhere, and had borne his full share in the meetings for seamen in London, preaching the annual sermon before the British and Foreign Sailor's Society, on the 5th, at the Congregational Church, Palmerston Road, Buckhurst Hill. The other seamen's meetings, for the week, were as follows:—Sunday, 2nd May, addresses by sailor missionaries to Sunday schools and churches; Monday, May 3rd, the Annual Meeting of the British Society, presided over by the EARL OF ABERDEEN; Tuesday, May 4th, Missionaries' Conference, with a public "tea," Lord GARVAGH in the chair; Thursday, 6th May, a special sermon to sailors, by Rev. CHARLES H. SPURGEON, at the Metropolitan Tabernacle, Wellington.

Chaplain J. D. Jones.

This earnest and faithful worker for sailors in the port of Cleveland, O., has recently been east on a business and

pleasure trip, and we have had the satisfaction of hearing from him as to his successful labors. The photographs of the exterior and interior of his Bethel and Reading Room, with its accommodations for 150 watermen, show that the "Forest City" has one of the best and best appointed institutions of the sort to be found in the United States.

Election of Trustees.

At a meeting of the AMERICAN SEAMEN'S FRIEND SOCIETY, held at the close of the Anniversary, May 10th, the following gentlemen were elected Trustees for three years, or until May, 1883:—

REV. J. E. ROCKWELL, D. D.,
ENOS N. TAFT, Esq.,
JAMES W. ELWELL, Esq.,
MARSTON NILES, Esq.,
ELBERT A. BRINCKERHOFF, Esq.,
JOSEPH S. SPINNEY, Esq.,
CAPT. B. GHERARDI, U. S. N.,
CORNELIUS N. BLISS, Esq.

Ten Years Out.

Loan Library No. 3,384, contributed by S. S. Ref. Church, Flatlands, L. I., in April, 1870, and sent out at that time on the ship *Annie A. Lane* for Cadiz, was returned to our Rooms for the first time, and reshipped thence, April 27th, 1880, on the schooner *Addie Snow*, for Key West.

Sufferings of a Ship's Crew.

The London *Times* says that the German brigantine *Moorburg*, Captain H. Boldt, from China for Melbourne, with a cargo of tea, put into Brisbane, Queensland, in October 1879, in distress, four of her crew having died on the voyage. She left Foochow on the 11th of July, 1879, the crew consisting of Captain Boldt, the mate, four sailors, and a Chinese cook; the captain's wife and a little child were also on board. South of the Solomon group a ship came in sight, but was too far off to signal, and this was the only vessel seen during

the whole voyage. On the 1st of August an island of the Caroline group was sighted, and on the 26th Nunas island, of the Solomon group. At this time the whole of the crew were sick, and only the captain was able to move, so that landing was out of the question, as the natives are reported to be cannibals. On September 13th one man of the crew died; on the 20th another, and on the 1st and 9th of October a third and fourth, so that only the mate and the captain were left to manage the vessel. The heat was intolerable, and the captain determined to steer for Brisbane. On the 3rd of October it blew a heavy E. S. E. gale, the mate could scarcely crawl, and the Chinese cook was unable to go aloft, and, being no sailor, was of little use even on deck. The captain then tried to save the sails, while his wife, a small and by no means robust woman, took the helm. Besides this, the vessel had been leaking since the 1st of October, but on the 5th the leak had been found, and the captain, although suffering from swollen legs, let himself down overboard into the water and stopped the leak. The water already on board could not, however, be got rid of, as there was nobody to pump. At length, on the 13th of October, Cape Moriton light was sighted, and on the 14th the pilot came on board and the vessel was brought to anchor. On the vessel's arrival the only person in tolerably good health was the captain's wife. She had rendered extraordinary service, for she not only tended the crew while they were sick, but also regularly took her watch at the helm, thus rendering it possible for the ship to be navigated. The mate was reduced almost to a skeleton. The captain's legs were swollen, and his hands covered with sores. The survivors were recovering. The arrival of the *Moorburg* at Melbourne has since been announced at Llyod's by telegraph.

Position of the Principal Planets for June, 1880.

MERCURY is in superior conjunction with the Sun on the forenoon of the 2nd at 7 o'clock; during the remainder of the month is an evening star; is in conjunction with the Moon on the forenoon of the 8th, at 9h. 27m., being 32' north.

VENUS is a morning star rising on the 1st at 2h. 3m., and north of east 24° 29';

in conjunction with the Moon on the evening of the 6th, at 7h. 48m., being $9^{\circ} 12'$ south.

MARS is an evening star setting on the 1st at 10h. 47m., and north of west $28^{\circ} 6'$; is in conjunction with the Moon on the evening of the 11th, at 9h. 35m., being $4^{\circ} 12'$ north.

JUPITER is a morning star rising on the 1st at 1h. 54m., and north of east $5^{\circ} 13'$; is twice in conjunction with the Moon during this month, the first time on the afternoon of the 2nd at 1h. 30m., being $6^{\circ} 55'$ south, and then again on the morning of the 30th at 3h. 38m., being now $6^{\circ} 59'$ south.

SATURN is a morning star rising on the 1st at 2h. 28m., and north of east $10^{\circ} 1'$; is in conjunction with the Moon on the afternoon of the 3rd at 1h. 47m., being $7^{\circ} 44'$ south.

N. Y. University. R. H. B.

Marine Disasters in April, 1880.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the month, is 62, of which 19 were wrecked, 27 abandoned, 1 burned, 6 foundered, and 9 are missing. The list comprises 4 steamers, 7 ships, 27 barks, 6 brigs, and 18 schooners, and their total value, exclusive of cargoes, is estimated at \$1,500,000.

Below is the list, giving names, ports, destinations, &c. Those designated by a *w* were wrecked, *a* abandoned, *b* burned, *f* foundered, and *m* missing.

STEAMERS.

Fernville, *f*, from W. Hartlepool for Boston.
Syria, *a*, from New Orleans for Liverpool.
Visciano, *a*, from New Orleans for Antwerp.
Mercator, *m*, from Antwerp for New York.

SHIPS.

Isabel Mott, *a*, from New York for Antwerp.
Stornoway, *a*, from New Orleans for Liverpool.
Northern Empire, *a*, from New Orleans for Liverpool.
Cultivator, *a*, from Liverpool for Baltimore.
Evangeline, *a*, from Liverpool for Philadelphia.
Gen. Shepley, *a*, from Liverpool for Boston.
Assyrian, *m*, from Cork for New York.

BARKS.

Pater, *w*, from Liverpool for New York.
Zeeland, *a*, from Antwerp for Philadelphia.
Richard Pearse, *w*, from New York for Natal.
Ophir, *a*, from Philadelphia for Newry.
F. M. Hulbert, *a*, from Havana for New York.
Douglass, *w*, from Pernambuco for New York.
Queen of Hearts, *a*, from Mobile for Belfast, I.

Eugenio, *a*, from Baltimore for Gibraltar.
Wassenaer, *a*, from Pensacola for Grange-mouth.
Othere, *a*, from Middleborough for New York.
Snaresbrook, *a*, from Darien for Hull.
Rosetta, *w*, from Guadaloupe for New York.
Germania, *m*, from Hamburg for New York.
Robert Wendt, *a*, from New York for Stettin.
Virginia, *m*, from Newcastle, E. for San Francisco.
Nicolo Tomasseo, *b*, from Philadelphia for Trieste.
Chas. F. Elwell, *m*, from New Orleans for Rouen.
Carlo R., *f*, from New York for Trieste.
James Peake, *a*, from Greenock for Philadelphia.
Nenuphar, *a*, from Baltimore for Londonderry.
Amalthea, *a*, from Gloucester, E. for N. York.
Elvira, *a*, from Savannah for Palma.
Marie, *a*, from Liverpool for New York.
Ocean, *a*, from Pensacola for Ayr.
Emma V., *m*, from Portland, Me. for Queens-town.
W. W. Thomas, *w*, from Liverpool for Matanzas.
Winifred, *m*, from New Orleans for Queens-town.

BRIGS.

Lizzie M. Merrill, *f*, from New York for New Orleans.
Annie Wharton, *a*, from London for New Haven.
Rescue, *a*, from New York for Funchal.
Victor, *a*, from Philadelphia for Queens-town.
Skjold, *w*, from Aarhus for Philadelphia.
Agenora, *m*, from New York for Havana.

SCHOONERS.

Zicavo, *w*, from Portland for New York.
Ocean Belle, *f*, (Fisherman,) at Gloucester, Ms.
Juanita Julia, *w*, from Tuspan for Galveston.
Rosedale, *w*, from Manchion'l, Ja. for Charleston.
Ralph Howes, *w*, from Wilmington, N. C. for Boston.
Annie C. Norwood, *m*, (Fisherman,) at Gloucester, Mass.
Johnnie Meserve, *w*, from Portsmouth, N. H. for Rockland.
John A. Cook, *a*, from Provincetown for Rockland.
Lucy Jane, *f*, from Rockland for Salem.
Hunter, *w*, from New York for Eastport.
Horatio Nichols, *w*, from Hoboken for Exeter, N. H.
Chas. Hawley, *w*, from New York for Boston.
Scud, *w*, from New London for New York.
Sarah B., *a*, from Jacksonville for New York.
W. H. Aspinwall, *w*, (Pilotboat,) of New York.
J. M. Kissam, *f*, from New York for New Bedford.
Mary, *w*, (At Dennisport, Mass.)
W. H. Lovitt, *w*, for Camden.

Of the above, 2 ships, 2 barks, 2 brigs, and 18 schooners were owned in the United States, and their total value is estimated at \$294,000.

The *Bureau Veritas* publishes the following statistics of vessels of all nationalities reported lost during the month of

MARCH, 1880.

Sailing Vessels:—42 English, 14 American, 12 Norwegian, 10 German, 7 French, 5 Dutch, 3 Danish, 3 Italian, 3 Portuguese, 2 Spanish, 1 Austrian, 1 Swedish, 1 Turkish, 3 of which the nationality is unknown; total: 107. In this number are included 14 vessels reported missing.

Steamers:—9 English, 2 French; total: 11. In this number is included 1 steamer reported missing.

Receipts for April, 1880.

MAINE.

Augusta, So. Cong. church.....	\$ 15 00
Bangor, S. S. Hammond St. Cong. ch..	10 10

NEW HAMPSHIRE.

Hanover, Dartmouth Religious Soc'y.	13 75
Nashua 1st Cong. church	7 80
Rye, Cong. church	7 00

VERMONT.

Granby, S. S. Cong. church	2 00
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MASSACHUSETTS.

Abington 1st ch. S. S., for library. ...	20 00
Boston, Bark Norway, Capt. Hallet, for library	20 00
Chester, 2nd Cong. church	2 00
East Longmeadow, Cong. church.	10 50
Enfield, Cong. church and Society.....	24 00
Greenfield, 2nd Cong. church	1 00
Hatfield, Cong. church	44 50
Leicester Cong. church	23 00
Longmeadow, S. S. Cong. ch., for lib'y, \$20 50, and Miss Haralson's class, for librar., \$20 25	40 75
Ladies' Benevolent Society	13 70
Lowell, High St. S. S., Miss Galloup's class, for library	20 00
North Weymouth Cong. S. S., for lib'y ..	20 00
Orange Rev. A. B. Foster.....	5 00
Oxford, Cong. church	10 15
Peabody Cong. church	27 18
Pittsfield, 1st church weekly offering.	37 59
Rehoboth, Cong. church	5 00
Rockland Cong. church, add'l.....	10 00
Shelfield, Cong. church	11 01
Shelburne, 1st Cong. church	11 00
Sherborn, Cong. ch. S. S., for lib'y.....	20 00
South Egremont, Cong. church	20 10
South Williamstown Greylock Institute S. S., for library	20 00
Springfield, 1st Cong. church	30 82
Olivet church	24 46
So. Cong. church	8 68
E. E. Charles	1 00
Wellfleet, Cong. ch., of wh. S. S., for library, \$20	22 19
West Brookfield, Infant class, add'l.....	1 00
Westford, Cong. church	10 20
Wilbraham, Cong. church	12 50
Worcester, Central church	30 55

CONNECTICUT.

Ansonia, 1st Cong. church.....	3 33
Fairfield Bequest Mrs Samuel Trubee, to const. Miss Isabelle F. Knapp, L. M.	30 00
Greenwich T. A. Mead.....	5 00
E. A. Kuapp.....	5 00
M.	5 00
Guilford, 1st Cong. church.....	5 00
Hadam, Cong. church	5 00
Mansfield, Mrs. M. B. Whitney's S. S. class	10 00
Old Lyme, Cong. church	5 00
Old Saybrook, S. S. Cong. church.....	11 08
Thomaston, Cong. church	18 67
Vernon Cong. church	4 07
Wallingford Cong. church	21 21
Waterbury, 2nd Cong. church	150 80
West Hartford, Miss S. W. Boswell, for library.....	20 00

NEW YORK.

East New York, Ref. church	5 63
Fort Plain, Ref. church	1 00
Marcellus, Pres. church for library....	20 00
New Lebanon, Pres. and Cong. ch.	6 00
New York City, Royal Phelps, per H. G., for Sailors' Home	100 00
Charles F. Hardy, for Sailors' Home ..	50 00
Robert Gordon of wh. \$25, for Sailors' Home	50 00
Richard Irvin, for Sailors' Home.	15 00
S. D. Hancock,	25 00
Hovt Bros., of wh. \$15, for Sailors' Home	25 00
Mrs. Lispenard Stewart, for Sailors' Home	20 00
Wm. M. Halsted, for Sailors' Home.	20 00
K. of wh. \$5,	10 00
D. & B.,	5 00
D. Marley, legacy.....	7 00
Frederick A. Libbey, for libraries.....	140 00
C. V. S. Roosevelt	50 00
Trustees of the Murray Fund	35 40
Collegiate Ref. church Mission S. S., for lib.ary.....	30 00
Cash	28 00
Arnold, Constable & Co.....	25 00
John Monroe & Co	25 00
C. A. Davison	25 00
S. Humphreys	25 00
Mrs. James Brown	20 00
James C. Carter	20 00
Geo. D. Morgan	20 00
A. N. Rrie	20 00
Mrs. P. Bullard	10 00
Wildard Parker, M. D.	10 00
Alfred C. Post, M. D.	10 00
N. Niles, for S. C. D.	10 00
I. N. Phelps	10 00
T. A. Br uwer	10 00
W. A. Smith	10 00
L. M. G.	10 00
Miniature Bethel church.....	7 00
Norman White	5 00
H. P. Marshall	5 00
A. Hall	5 00
C. G. Landon	5 00
W. E. Case	5 00
W. W. N.	5 00
C. H. R.	2 50
Capt. Wilbur and crew, of ship M. P. Grace, per W. W. Parker	8 00
Capt. Dollar, bark Northern Queen.	5 00
Capt. A. H. Merriman, bark A. McAdams	1 00
Capt. Coffin, brig Dirigo.....	1 00
Rochester, 1st Pres. church	25 00
Smithtown, L. I., S. S. Pres. church, to complete payment for library.....	15 00
Southampton, Pres. ch., of wh. \$30, to const. Mr Josiah Foster, L. M.	33 36
Capt. Herrick's friends library for whale ship Asprey.....	20 00

NEW JERSEY.

Bloomfield, Mrs. Zophar B. Dodd.....	5 00
East Orange, S. S. 1st Pres. ch., for lib.ary	20 00
J. E. Kuapp, for library	20 00
Newark, Geo. H. Brown	10 00
Trenton, 3rd Pres. church.....	16 40

PENNSYLVANIA.

Bloomsbury, Mrs. Mary L. Neal.....	5 00
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OHIO.

Bell Brook, Daniel Holmes.....	5 00
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KANSAS.

Rock Creek, Mrs. F. L. Savage.....	1 00
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\$2,767 75



Cast thy bread upon the waters: for thou shalt find it after many days.—Ecc. II: 1.

He Paid it All.

BY MRS. S. K. BRANDEGEE.

"Jesus paid it all,
Yes, all the debt I owe;
Jesus died and paid it all,
He paid it long ago."

What a singular power such Gospel hymns as this have over all—learned or unlearned—a power which seems only second to that of the Word of God itself!

A few weeks ago, in our little country Sunday-school, we were singing the hymn quoted, and as the chorus rose loud and clear, "Jesus paid it all, yes, all the debt I owe," my eyes unconsciously turned towards a young man, singing so earnestly, tears filling his eyes.

After school, joining me, he said, "I can never sing that hymn without tears; it was the means of my conversion two years ago."

A lawyer by profession, with a clear legal head, yet that simple hymn had, under the Spirit, conquered intellect, worldly tastes, and youthful follies, and led to an entire consecration to Him whose precious blood paid it all, long, long ago.

A lady, listening to the conversation, said, "Some years ago I was visiting a

gay watering place, and on Sabbath evening, after some singing, not especially well suited to the Sabbath, I took my place at the piano, with a prayer that the dear Lord would enable me, by my singing, to help some weary soul. I sang 'Jesus paid it all.' Two or three years afterwards, visiting the same place again, a colored woman came to me saying, 'Yes, you are de lady: I knows you are.'

"'What lady?' I questioned.

"'De very one who sang, 'Jesus paid it all.' Last night one of the waiters comes to me and says, "'Tis de very one, I's sure I 'members her. Don't you know how sweetly she sang, 'Jesus paid it all, all de debt I owes'?" Yes, I neber forgets it, "Jesus paid it all," and I neber forgets de deah lady who sung it so sweetly."

Thus these sweet hymns, which reach the heart of learned and unlearned alike, seem to be only the beginning of that chorus, which will louder and louder grow, until the "Lamb who was slain" gathers his elect together from the four quarters of the globe to join in the grander chorus, "Now unto Him that

loved us, and washed us from our sins in his own blood, and hath made us kings and priests unto God and his Father, unto him be glory and dominion for ever and ever." *Amen.*

Christine.

It was growing dark very early that November afternoon. Martin Green's wife stood at the door of her house straining her eyes to discover some signs of the little fishing-boat in which he had started off some hours previous, with hand and head alike unsteady from drink. Several times a sigh broke from the lips of the anxious woman, but her face brightened when little Christine said :

"Don't grieve, mother; I'll run to the cove with an armful of sticks, and I'll build such a fire that father will see it miles and miles away. Hurry and get the supper ready, and I'll soon bring him home to eat it."

The child's courage helped to cheer the mother's heart, though she had small hope that Christine's fire would avail much.

Down to the shore hastened the child, untroubled by the darkness, for she knew the place so well she could have gone there with her eyes shut, and having kindled a blaze, she knelt on the sand and asked God to save her father from two things:—his present danger, and his love of strong drink.

Christine's two prayers were answered. She had hardly time to rise from her knees and put another stick on the fire, before the plash of the oars, and a glad shout, met her ears. In time, too, Martin Green was rescued from his enemy, and became a sober man. Everybody in the village knows that it was Christine who doubly helped her father. She prayed, as many good children do, but also she worked. She kindled the fire when she asked God to bring her father safely home; and to her prayer

that he might 'stop drinking she added an obedient, loving life. Thus by praying and working she helped to save him. —*Child's World.*

Aunt Phillis's Guest.

I was young and "Harry" was strong,
The summer was bursting from sky and plain,
Thrilling our blood as we bounded along,
Till a picture flashed—and I dropped the rein.

A black sea creek, that like a snake
Slipped through a low green league of sedge,
An ebbing tide and a setting sun,
And a hut and a woman by the edge.

Her back was bent and her wool was gray,
The wrinkles lay close on the withered face;
Children were buried and sold away;
The freedom had come to the last of a race.

She lived from a neighbor's hominy-pot;
There was praise in the hut when "the pain"
passed by;—
From its floor of dirt the smoke curled out
Where the shingles were patched with bright
blue sky.

"Aunt Phillis, you live here all alone?"
I asked, and pitied the gray old head;
Sure as a child, in quiet tone,
"ME AND JESUS, MASSA," she said.

I started, for all the place was aglow,
With a presence I had not seen before;
The air was full of a music low,
And a guest divine stood at the door!

Aye, it was true that the Lord of Life,
Who seeth the widow give her mite,
Had watched this slave in her weary strife,
And shown himself to her longing sight.

The hut and the dirt, the rags and the skin,
The groveling want and darkened mind,
I looked on this; but the Lord, within,
(I would what he saw was in me to find!)

A child-like soul he found, with force
To see what the angels see in bliss;—
She lived and the Lord lived,—so of course
They lived together. She knew but this.

And the life that I had almost despised
As something to pity, so poor and low,
Had already borne fruit that the Lord so prized.
He loved to come near and see it grow.

No sorrow for her that the life was done;
A few days more of the hut's unrest,
A little while longer to sit in the sun,—
Then!—HE would be host, and SHE would be
guest.

And up above, if an angel of light
Should stop on his errand of love some day,
And ask, "Who lives in the mansion bright?"
"Me and Jesus," Aunt Phillis will say.

A fancy, foolish and fond, it seems?
And things are not as Aunt Phillis dreams.
Friend, be it so;
But this I know,—

That our faiths are foolish by falling below,
Not coming above what God will show;

That his commonest thing hides a wonder vast
To whose beauty our eyes have never past;
That his FACT in the present or in the to-be
Outshines the best that we think we see.

Wm. C. Gannett.

Loan Library Reports.

The whole number of new Loan Libraries sent to sea from the Rooms of the American Seamen's Friend Society at New York and at Boston, Mass., from 1858-9, to April 1st, 1880, was 6,799; and the reshipments of the same for the same period were 6,733. The number of volumes in these libraries was 376,472, and they were accessible to 266,466 men.—Nine hundred and thirteen libraries, with 32,868 volumes were placed upon vessels in the United States Navy, and in Naval Hospitals, and were accessible to 104,058 men.—One hundred libraries were placed in one hundred Stations of the United States Life Saving Service, containing 3,600 volumes, accessible to nine hundred Keepers and surfmen.

During April, 1880, seventy-one loan libraries,—twenty-five new, and forty-six refitted, were sent to sea from our Rooms at New York and Boston. The new libraries were Nos. 6,941 to 6,962, inclusive, at New York; and Nos. 5,434, 5,435, and 5,436, at Boston.

The forty-six libraries re-shipped were:—

No. 61,	No. 3,085,	No. 4,307,	No. 5,112,	No. 5,775,	No. 5,967,	No. 6,237,	No. 6,421,
" 481,	" 3,157,	" 4,353,	" 5,117,	" 5,801,	" 6,011,	" 6,264,	" 6,631,
" 1,419,	" 3,384,	" 4,377,	" 5,141,	" 5,817,	" 6,047,	" 6,276,	" 6,647,
" 1,971,	" 3,463,	" 4,527,	" 5,252,	" 5,846,	" 6,111,	" 6,343,	" 6,787,
" 2,452,	" 3,637,	" 4,630,	" 5,413,	" 5,868,	" 6,199,	" 6,382,	
" 2,896,	" 3,780,	" 4,664,	" 5,435,	" 5,837,	" 6,235,	" 6,411,	

The Sea Boy's Grave.

What strange unsatisfied longings has the boy who is fascinated by the sea! The desire grows into a purpose and the purpose into realization. How excited are all the younger children as this manly, lion-hearted elder brother starts on his first voyage. With what solicitude and care does his mother prepare his clothes, fit up his chest, and see him away on his perilous venture. How she thinks of him during the first winter, and prays for him, too. Voyages, disasters, wrecks, and short paragraphs about missing ships which never arrested her attention before, now appear as in large type. At last the ship arrives at the port of destination, and the swift cablegram announces the fact. Peace now takes the place of painful suspense, and the mail is looked forward to with pleasure. But no letter comes, and there is a strange unrest and even apprehension. The children tell of his coming home again and how he will be grown and changed, but as no letter comes the parents begin to think there may be

something wrong. At last the agents of the ship send to say they have received a letter from the Captain who states that on December 23rd, 1879, Master Bradley fell overboard and was drowned. He was last seen with a bucket, but no one saw him fall, and the ship was not rounded to till he was missed. It was not till April 9th, 1880, this sad news came to his mother. The boy was at our Institute full of hope, and after Captain Wiggins lectured he was delighted to leave in one of his ships. We tender our deepest sympathies to Mrs. Bradley and family, and to all those mothers and families who have suffered such a loss this winter. His body may be in a sea boy's grave, but his soul is gone aloft. The infinite, far reaching mercy of Christ is ready for every emergency, and many a sailor makes a short run into the ever blessed harbor of heaven. May the broken hearted, sorrowing, weeping ones look up through the golden gates where we hope and believe young Bradley is gone! "Around the throne of God in heaven,"
—*Chart and Compass*,

The Crooked Tree.

"Such a cross old woman as Mrs. Barnes is! I never would send her jelly or any thing else again," said Molly Clapp, setting her basket down hard on the table. "She never even said, 'Thank you,' but, 'Set the cup on the table, child, and don't knock over the bottles. Why don't your mother come herself instead of sending you? I'll be dead one of these days, and then she'll wish she had been a little more neighborly.' I never want to go there again, and I should n't think you would."

"Molly! Molly! come quick and see old Mr. Daws straighten the old cherry tree!" called Tom through the window; and old Mrs. Barnes was forgotten as Molly flew out over the green to the next yard.

Her mother watched with a good deal of interest the efforts of two stout men as, with strong ropes, they strove to pull the crooked tree this way and that, but it was of no use.

"It's as crooked as the letter S and has been for twenty years. You're just twenty years too late, Mr. Daws," said Joe as he dropped the ropes and wiped the sweat from his face.

"Are you sure *you* haven't begun twenty years too late on tobacco and rum, Joe?" asked Mr. Daws.

"That's a true word, master, and it's as hard to break off with them as to make this old tree straight. But I signed the pledge last night, and with God's help, I mean to keep it."

"With God's help you may hope to keep it, Joe," responded the master. "Our religion gives every man a chance to reform. No one need despair so long as we have such promises of grace to help."

"That's my comfort, sir," said the man, humbly, "but I shall tell the boys to try and not grow crooked at the beginning."

"Mother," said Molly as she stood by the window again at her mother's side,

"I know now what is the matter with old Mrs. Barnes. She needn't try to be pleasant and kind now, for she's like the old tree:—it's twenty years too late."

"It's never too late, with God's help, to try to do better, but *my* little girl must begin *now* to keep back larsh words and unkind thoughts; then she will never have to say, as Joe said about the tree, 'It is twenty years too late.'"
—*Child's World*.

Little Blanche's Favorite Verse.

"I wish each one of you, dear children," said the teacher, "would select your favorite verse from the Bible, and repeat it when you come to the children's meeting to-morrow."

Blanche went home, took her Bible and turned its leaves over thoughtfully for a few minutes. Then she came to her mother's side with beaming face. "Mamma, don't you think this is the very best verse in the Bible?" and she read, "For God so loved the world that He gave His only begotten Son, that whosoever believeth in Him should not perish, but have everlasting life."

"It is indeed a precious verse," replied her mother, "and if one knew nothing of the Bible but that, and would follow its teachings, he would be saved."

Blanche not only learned the verse so that she could repeat it perfectly, but the love of God touched her young heart and won her to give herself to Him.

A few months after God called her home. She must have showed and added grace in her every-day life, for during her short illness her little sister Lillie said one day, "Mamma, if Blanche dies, won't she make the sweetest angel in heaven?"

American Seamen's Friend Society.

R. P. BUCK, *President*.
Rev. S. H. HALL D. D., *Cor. Sec. & Treas.*
L. P. HUBBARD, *Financial Agent*.
80 Wall Street, New York.

District Secretary:—
Rev. S. W. HANKS, Cong'l House, Boston.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a Life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should certify at the end of the will, over their signatures, to the following formalities, which, in the execution of the will should be strictly observed:

1st. That the testator subscribed (or acknowledged the subscription of) the will in their presence.—2nd. That he at the same time declared to them that it was his last will and testament.—3rd. That they, the witnesses, then and there, in his presence, and at his request, and in presence of each other, signed their names thereto as witnesses.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Congregationalist House, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, cor. Salem and Bennet Sts....	Boston " " " "	B. F. Jacobs.
PHILADELPHIA, 423 South Front St....	Penn. " " " "	C. F. Bowman.
WILMINGTON, cor. Front & Dock Sts...	Wilm. Sea. Friend Society.	Capt. J. F. Gilbert.
CHARLESTON, S. C.....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Fr'nd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " " "	" " " "
HONOLULU, S. I.....	Honolulu " " " "	E. Dunscombe.

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rhode
4 Catharine Lane, (Colored).....	do. " " " "	G. F. Thompson.
BOSTON, N. Square, Mariners House...	Boston Seamen's Aid Soc'y	N. Hamilton.
PORTSMOUTH, N. H., No. 8 State St....	Seamen's Aid Society.....	John Stevens, Supt.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 23 South Ann Street.....	" " " " " "	Miss Ellen Brown.
GALVESTON, Texas, cor. Strand & 26 St.	" " " " " "	" " " " " "

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS.
NEW YORK, Catharine, cor. Madison...	New York Port Society....	Rev. E. D. Murphy.
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	" Robert J. Walker.
No. 365 West Street, N. R.....	" " " " " "	" T. A. Hyland.
Open air Service, Coenties Slip....	" " " " " "	" Isaac Maguire.
Oliver, cor. Henry Street.....	Baptist.....	" J. L. Hodge, D. D.
Cor. Henry and Market Streets....	Sea & Land, Presbyterian..	" E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society...	" E. O. Bates.
Navy Yard.....	" " " " " "	" T. D. Williams.
BUFFALO.....	" " " " " "	" P. G. Cook.
ALBANY, Montgomery Street.....	Methodist.....	" S. H. Hayes.
BOSTON, cor. Salem & N. Bennet Sts..	Boston Sea. Friend Society.	" Cyrus L. Eastman.
North Square.....	Boston Port Society.....	" H. A. Cooke.
Cor. Commercial and Lewis Sts...	Baptist Bethel Society....	" J. P. Pierce.
Parmenter Street.....	Episcopal.....	" F. Southworth.
PORTLAND, ME., Fort St. n. Custom H.	Portland Sea. Fr'nd Soc'y..	" J. W. Thomas.
PROVIDENCE, R. I., 52 Wickenden St..	Prov. Sea. Friend Society..	" J. D. Butler.
NEW BEDFORD.....	New Bedford Port Society.	" " " " " "
PHILADELPHIA, c. Front & Union Sts..	Presbyterian.....	" " " " " "
Cor. Moyamensing and Washing- ton Avenues.....	Methodist.....	" William Major.
Catharine Street.....	Episcopal.....	" W. B. Erben.
Front Street, above Navy Yard....	Baptist.....	" P. Frayne.
Port Missionary, 1420 Chestnut St.	" " " " " "	" E. N. Harris.
BALTIMORE, cor. Alice & Anna Sts...	Seamen's Un. Bethel Soc'y.	" Chas. McElfresh.
Cor. Light and Lee Streets.....	Baltimore S. B.....	" R. R. Murphy.
NORFOLK.....	American & Norfolk Sea. Friend Societies	" E. N. Crane.
WILMINGTON, N. C.....	Wilmington Port Society..	" James W. Craig.
CHARLESTON, Church, n. Water St....	Amer. Sea. Friend Soc'y...	" Wm. B. Yates.
SAVANNAH.....	" " " " " "	" Richard Webb.
MOBILE, Church Street, near Water...	" " " " " "	" " " " " "
NEW ORLEANS.....	Amer. Sea. Friend Soc'y...	" L. H. Pease.
SAN FRANCISCO, Cal.....	" " " " " "	" J. Rowell.
PORTLAND, Oregon.....	" " " " " "	" R. S. Stubbs.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1828—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*

CAPT. NATH'L BRIGGS, *Vice President.*

Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen; to protect them from imposition and fraud; to prevent them from becoming a curse to each other and the world; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILLI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to Chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between thirty-five and forty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries, among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It usually places the library in charge of the Captain of the vessel. (3) It contemplates a connection between the sailor and the individual who furnishes the library which he reads. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted; and whatever of interest is heard from it, is communicated. The whole number of new libraries sent out by the Society, to April 1st, 1880, is 6,799, containing 376,472 volumes. Calculating 6,733 re-shipments, they have been accessible to more than 266,466 men. Over one thousand hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath-schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 90,000 boarders. This one institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.